

Figure 1: Metered Injection Pumping System for adding resid fuels

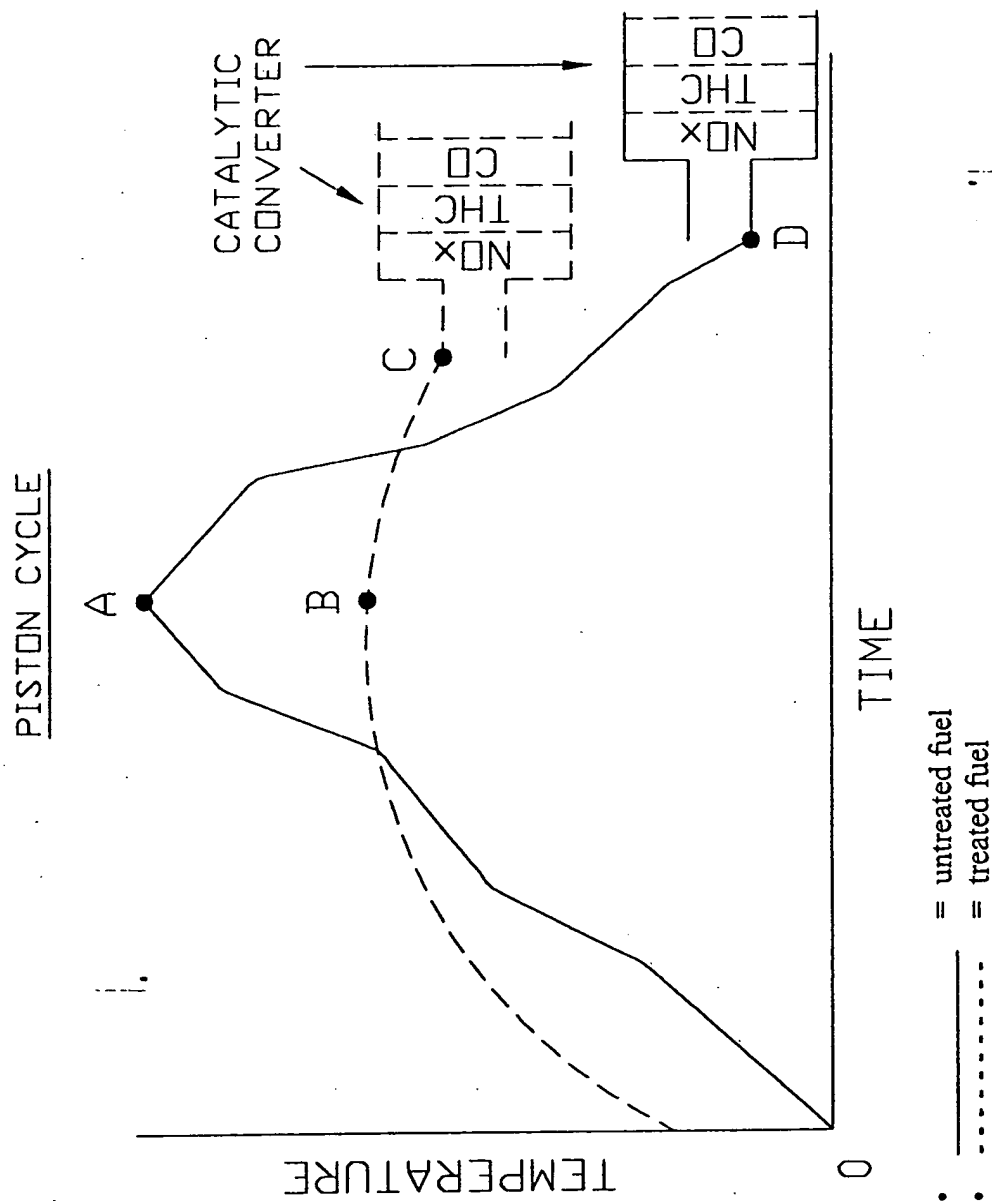


Figure 2: Hypothetical temperature versus time curve for the piston cycle of a gasoline-powered engine operating on untreated fuel and fuel treated with the OR-1 additive

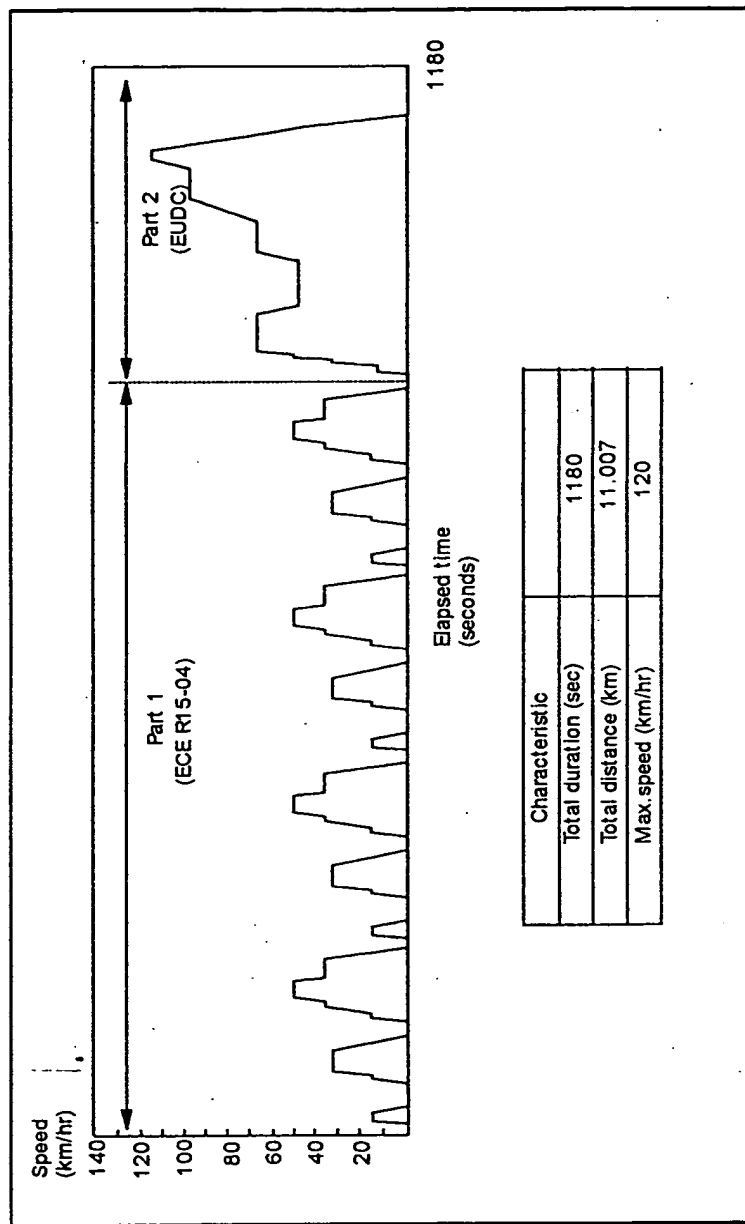


Figure 4: Diagram illustrating the European Emissions Standard ECE R15-04 plus EUDC Emissions Test Cycle

209320-2093201

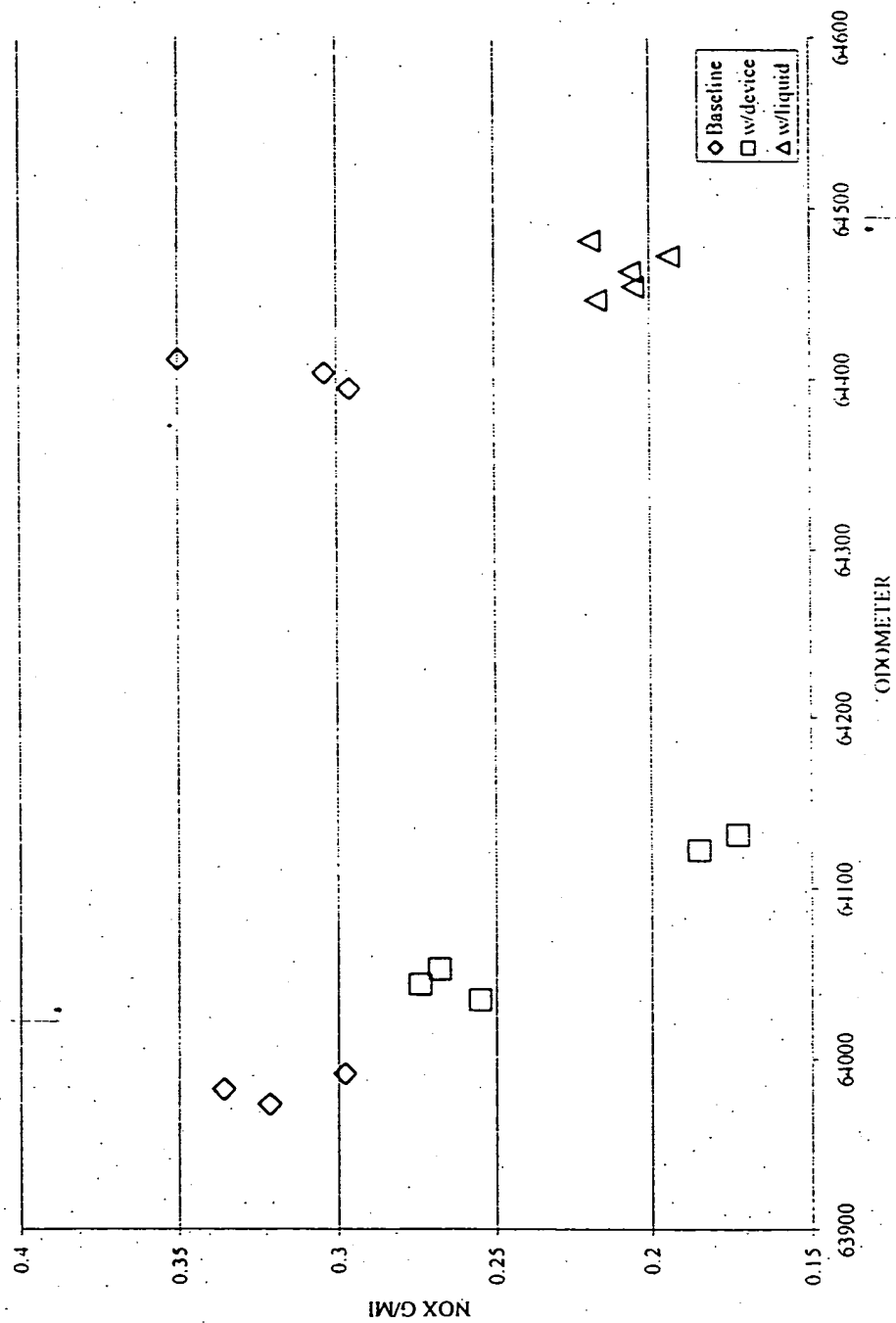


Figure 5: NO_x emissions as a function of odometer miles for a Ford Taurus

20250-6034200T

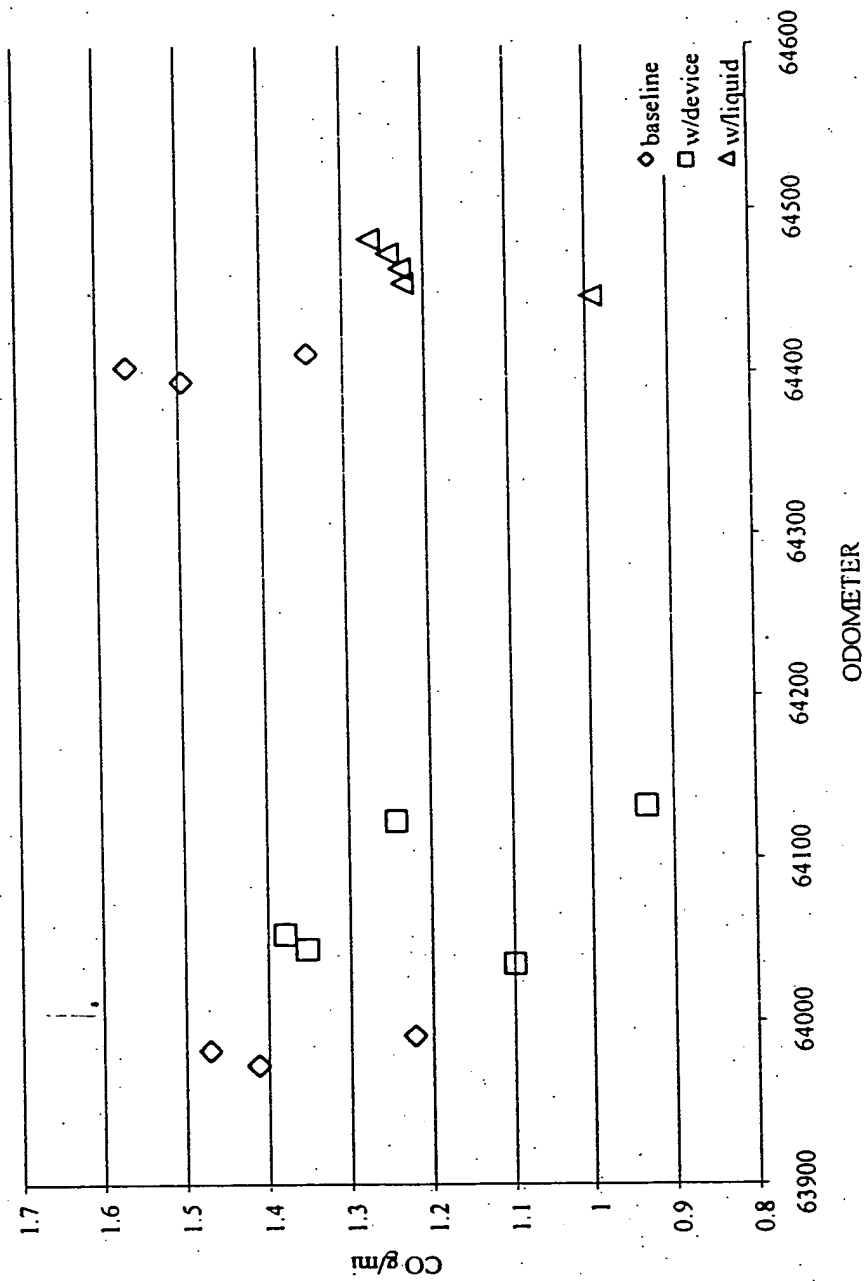


Figure 6: CO emissions as a function of odometer miles for a Ford Taurus

2025-03-20 10:00:00

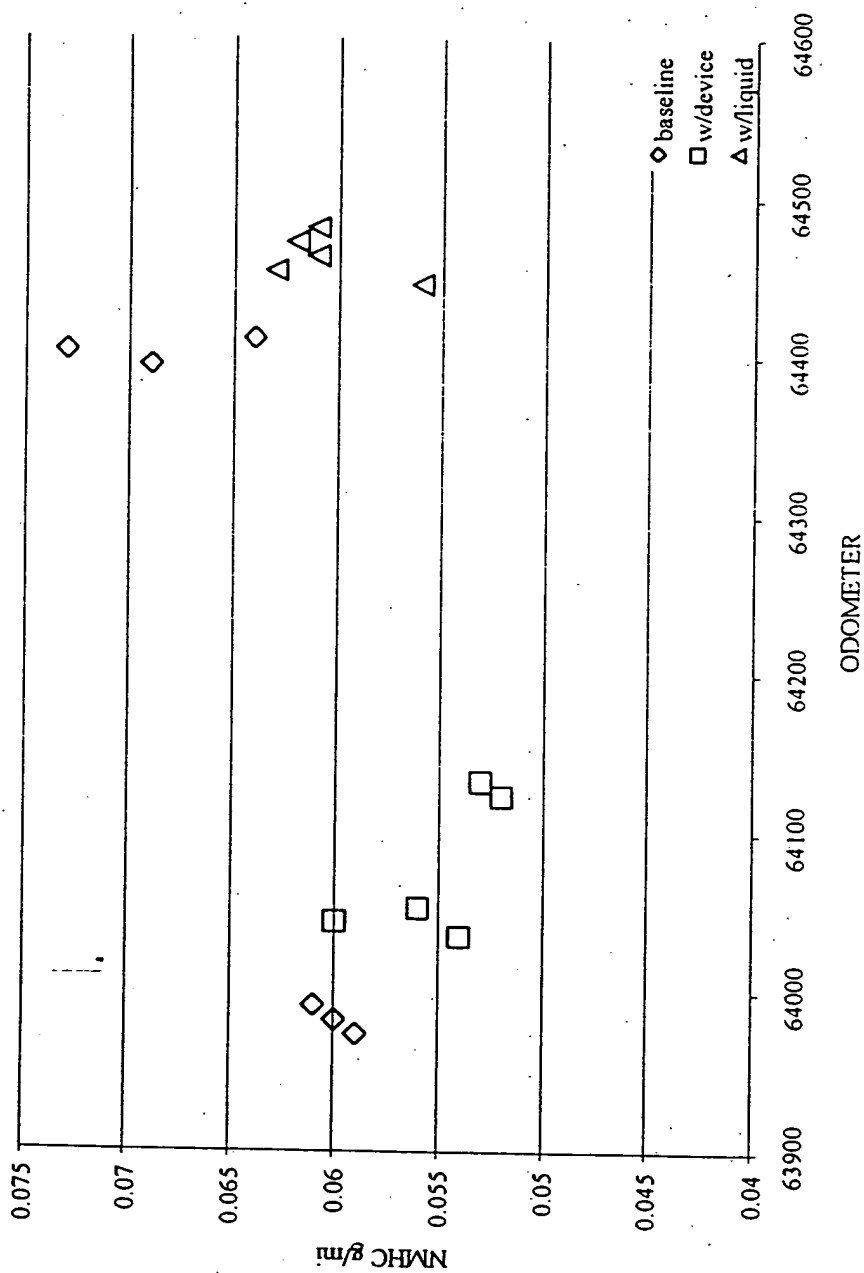


Figure 7: NMHC emissions as a function of odometer miles for a Ford Taurus

2020-2020

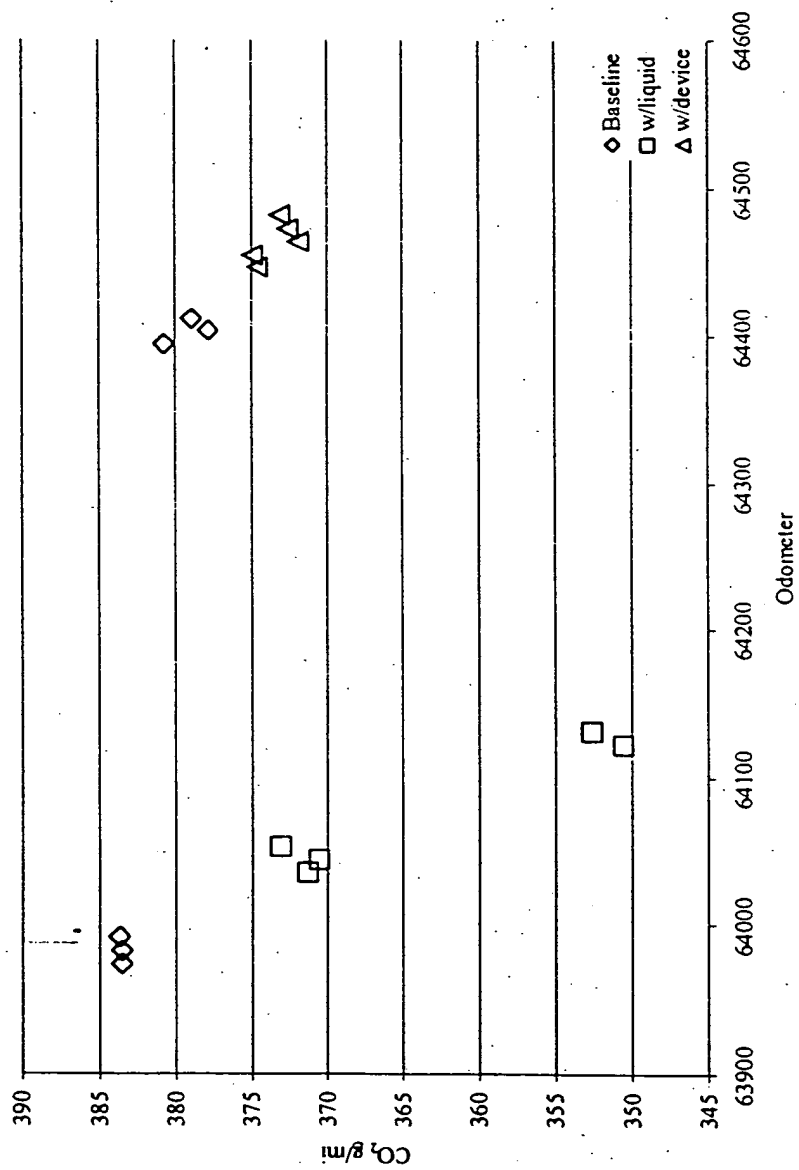


Figure 8: CO₂ emissions as a function of odometer miles for a Ford Taurus

2000-2000

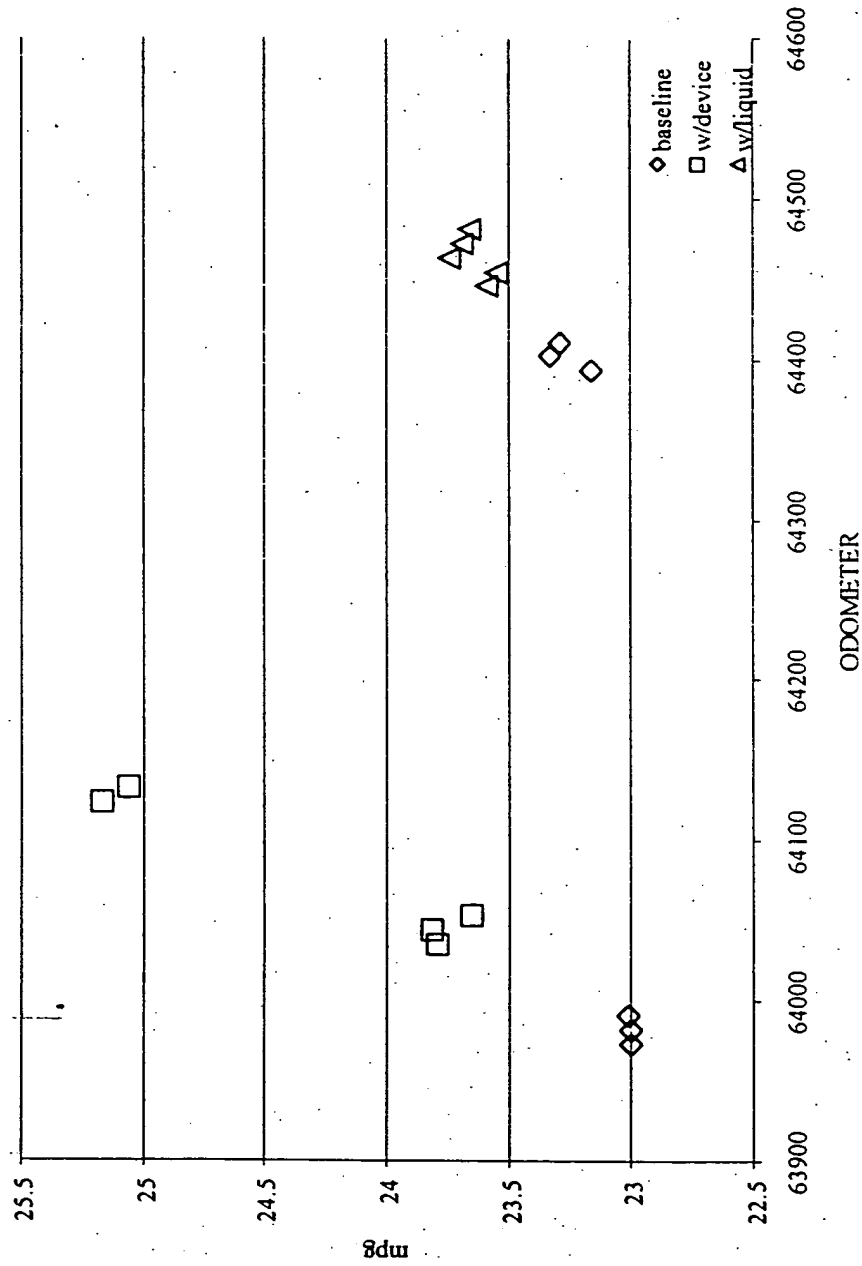


Figure 9: MPG fuel economy as a function of odometer miles for a Ford Taurus

202207200000

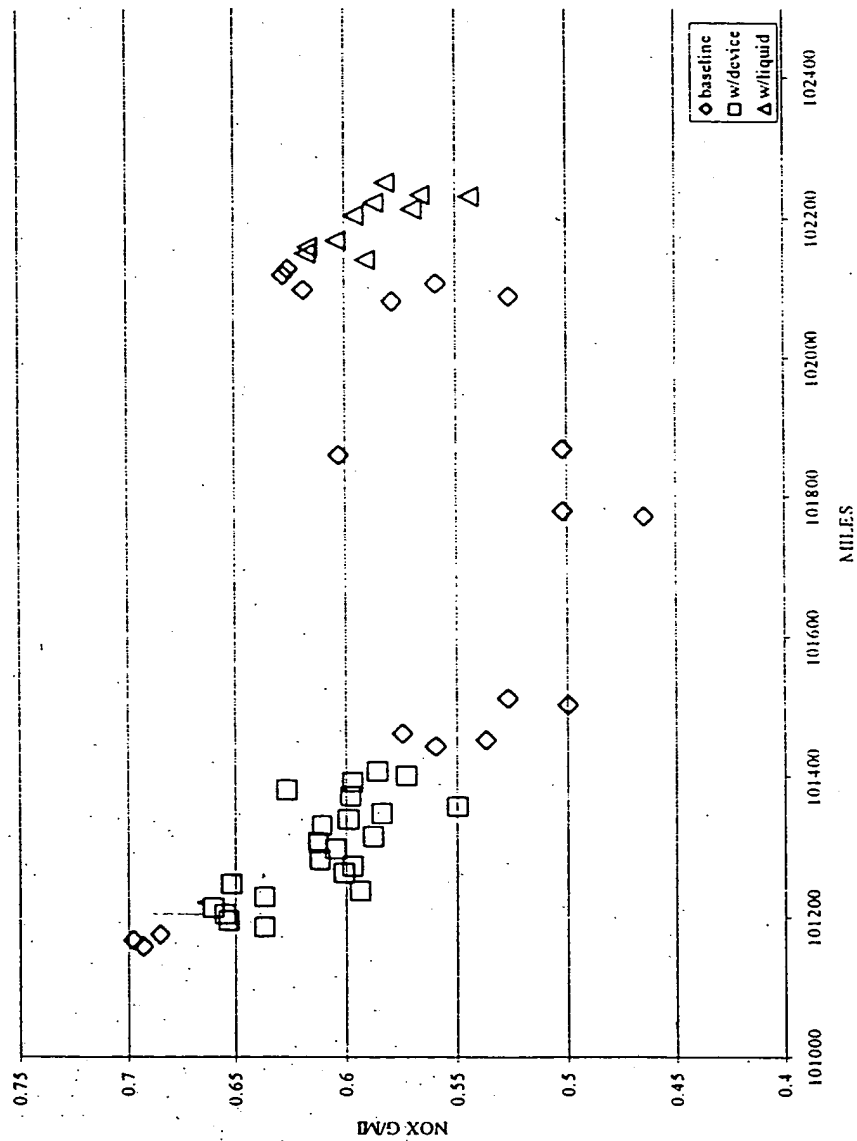


Figure 10: NO_x emissions as a function of odometer miles for a Honda Accord

2022-03-20 09:20:00

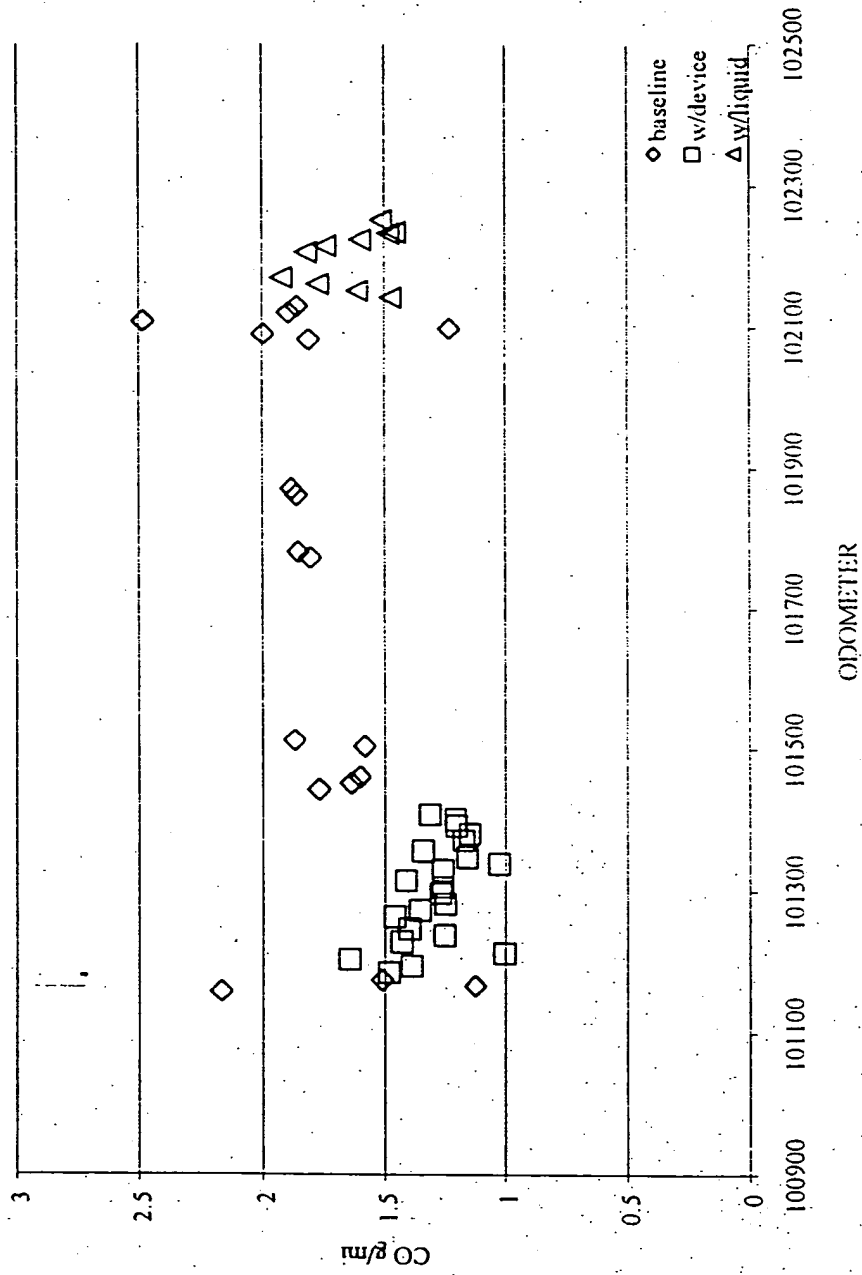


Figure 11: CO emissions as a function of odometer miles for a Honda Accord

20030-20000

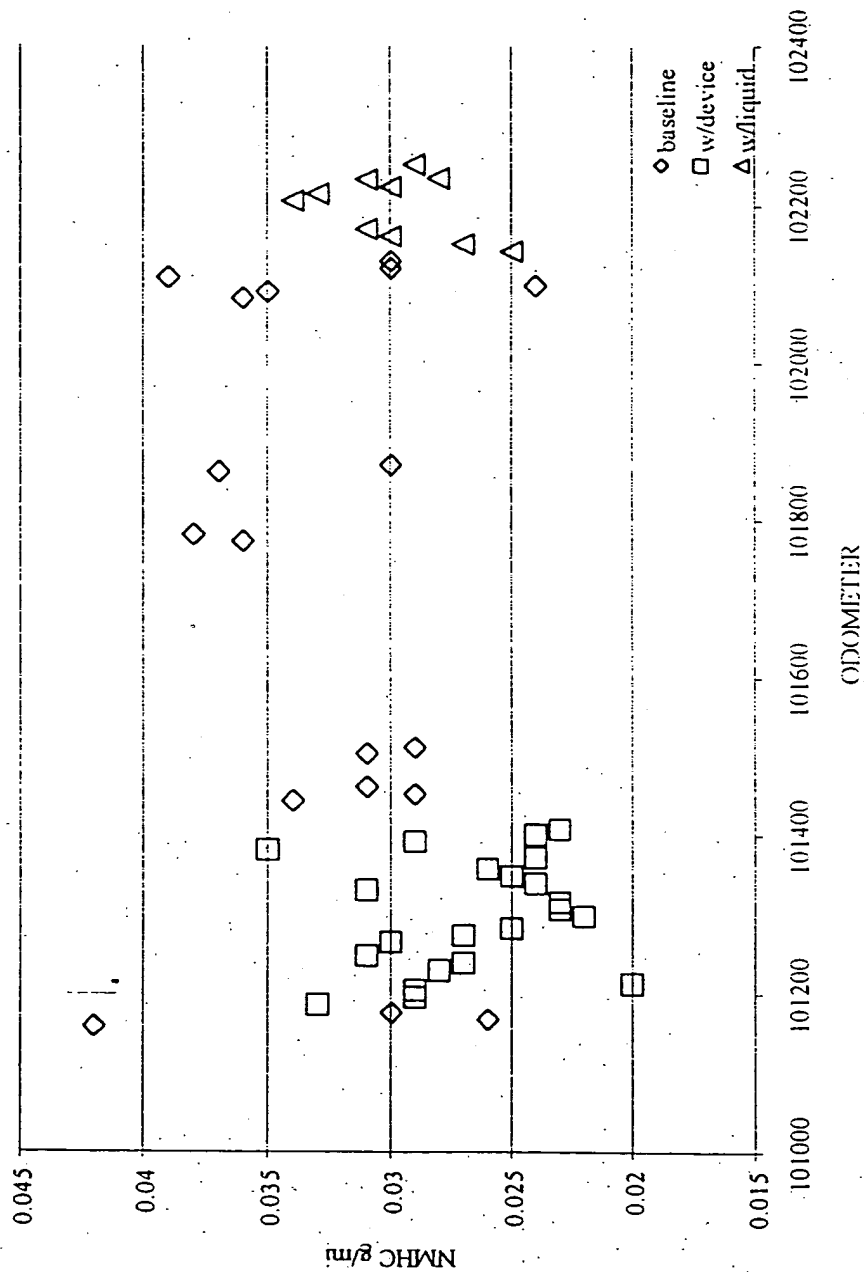


Figure 12: NMHC emissions as a function of odometer miles for a Honda Accord

A scatter plot showing the relationship between CO₂ concentration (g/ml) on the y-axis and Odometer reading on the x-axis. The y-axis ranges from 295 to 330 g/ml with major grid lines every 5 units. The x-axis ranges from 101000 to 102400 with major grid lines every 200 units. Three data series are plotted: Baseline (diamonds), w/device (squares), and w/liquid (triangles). The Baseline series shows a general upward trend from approximately 305 g/ml at 101300 to 323 g/ml at 102000, with some scatter. The w/device series is clustered between 101100 and 101400, ranging from 302 to 324 g/ml. The w/liquid series is clustered between 102000 and 102300, ranging from 308 to 318 g/ml.

Odometer	CO ₂ g/ml (Baseline)	CO ₂ g/ml (w/device)	CO ₂ g/ml (w/liquid)
101300	305.0	302.5	
101350	308.0	303.0	
101400	310.0	304.0	
101450	312.0	305.0	
101500	315.0	306.0	
101550	318.0	307.0	
101600	320.0	308.0	
101650	322.0	309.0	
101700	323.0	310.0	
101750	324.0	311.0	
101800	325.0	312.0	
101850	326.0	313.0	
101900	327.0	314.0	
101950	328.0	315.0	
102000	329.0	316.0	
102050	330.0	317.0	
102100	331.0	318.0	
102150	332.0	319.0	
102200	333.0	320.0	
102250	334.0	321.0	
102300	335.0	322.0	
102350	336.0	323.0	
102400	337.0	324.0	

Figure 13: CO₂ emissions as a function of odometer miles for a Honda Accord

2020-2020

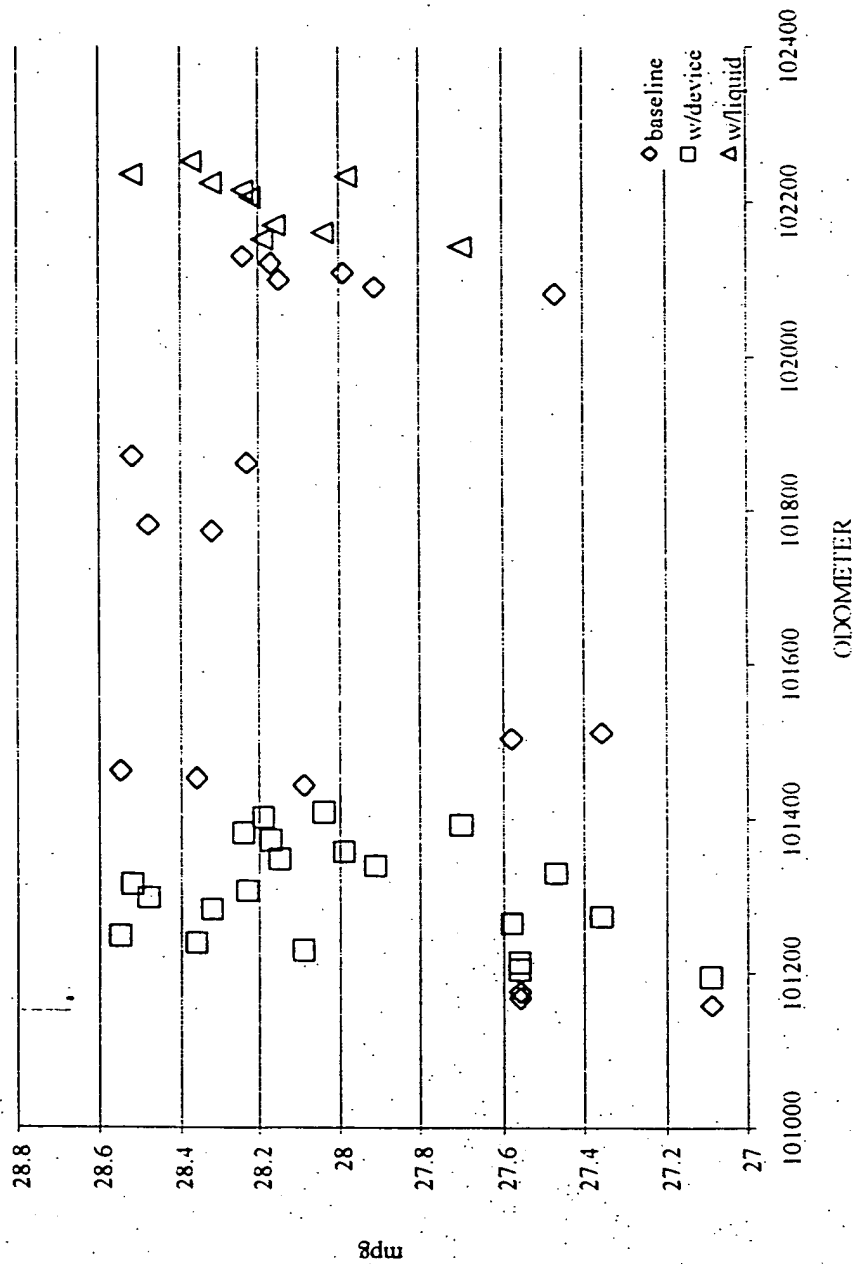


Figure 14: MPG fuel economy as a function of odometer miles for a Honda Accord

202007031200T

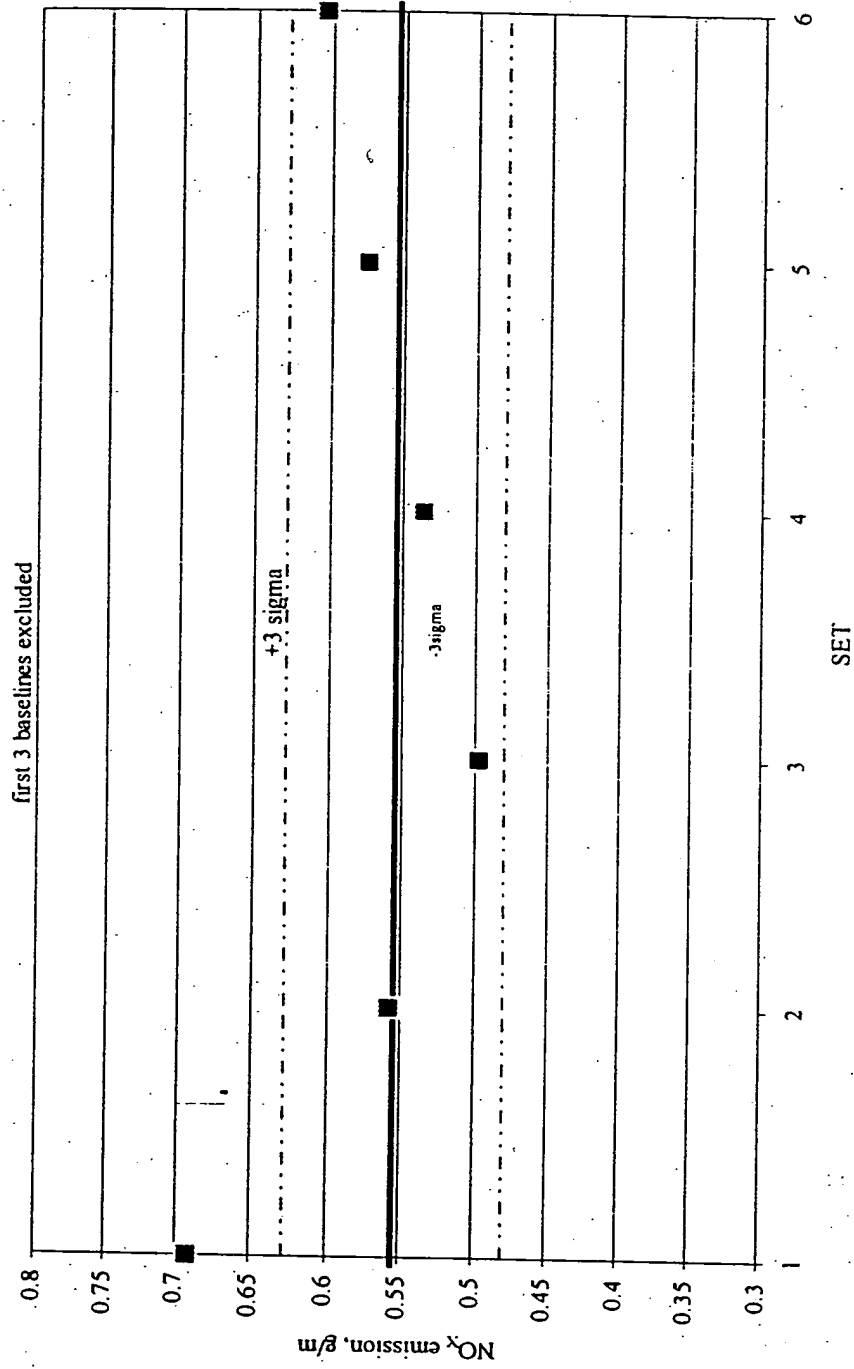


Figure 15: Shewhart Control Plot for NO_x in the Honda Accord with the first three baselines excluded

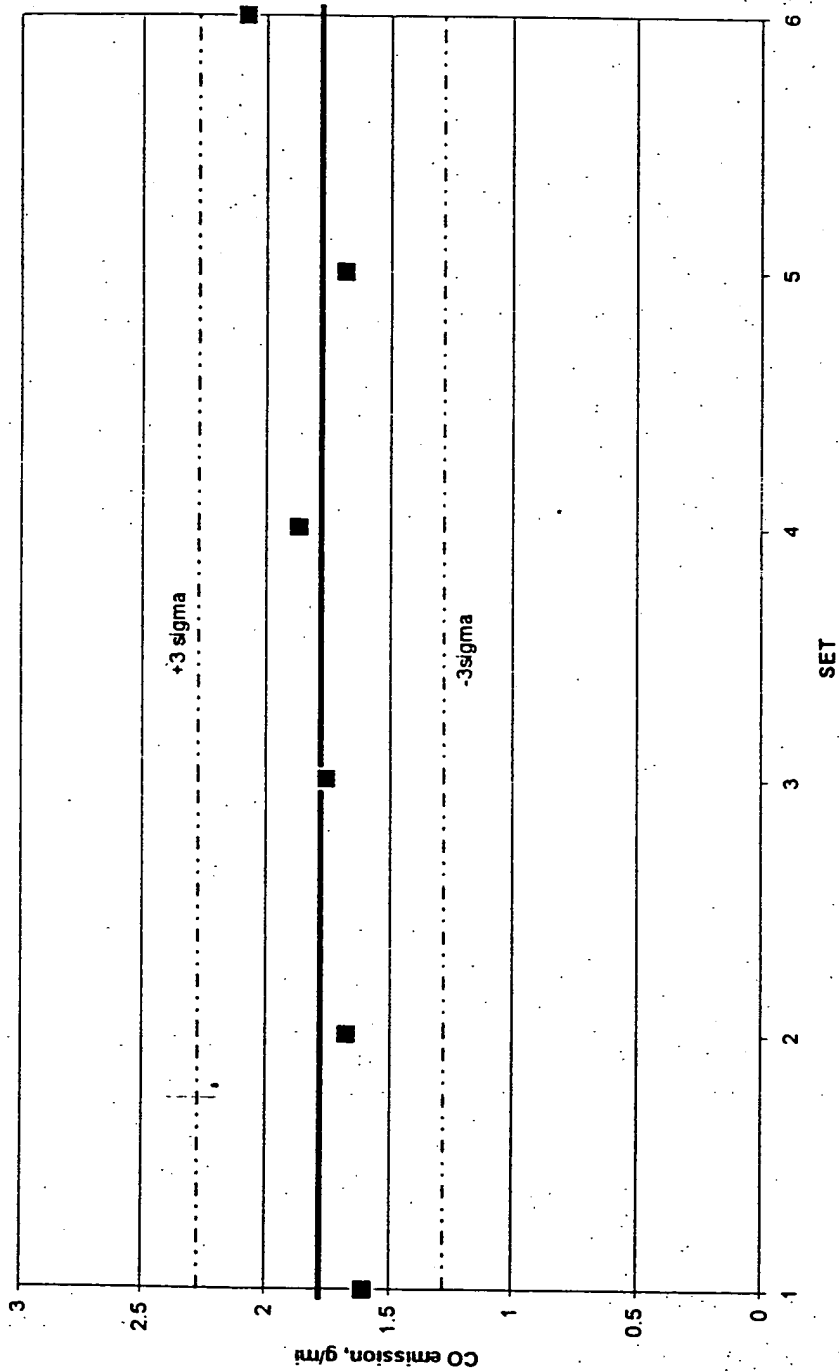


Figure 16: Shewhart Control Plot for CO in the Honda Accord with the first three baselines excluded

2003-03-03 00:00

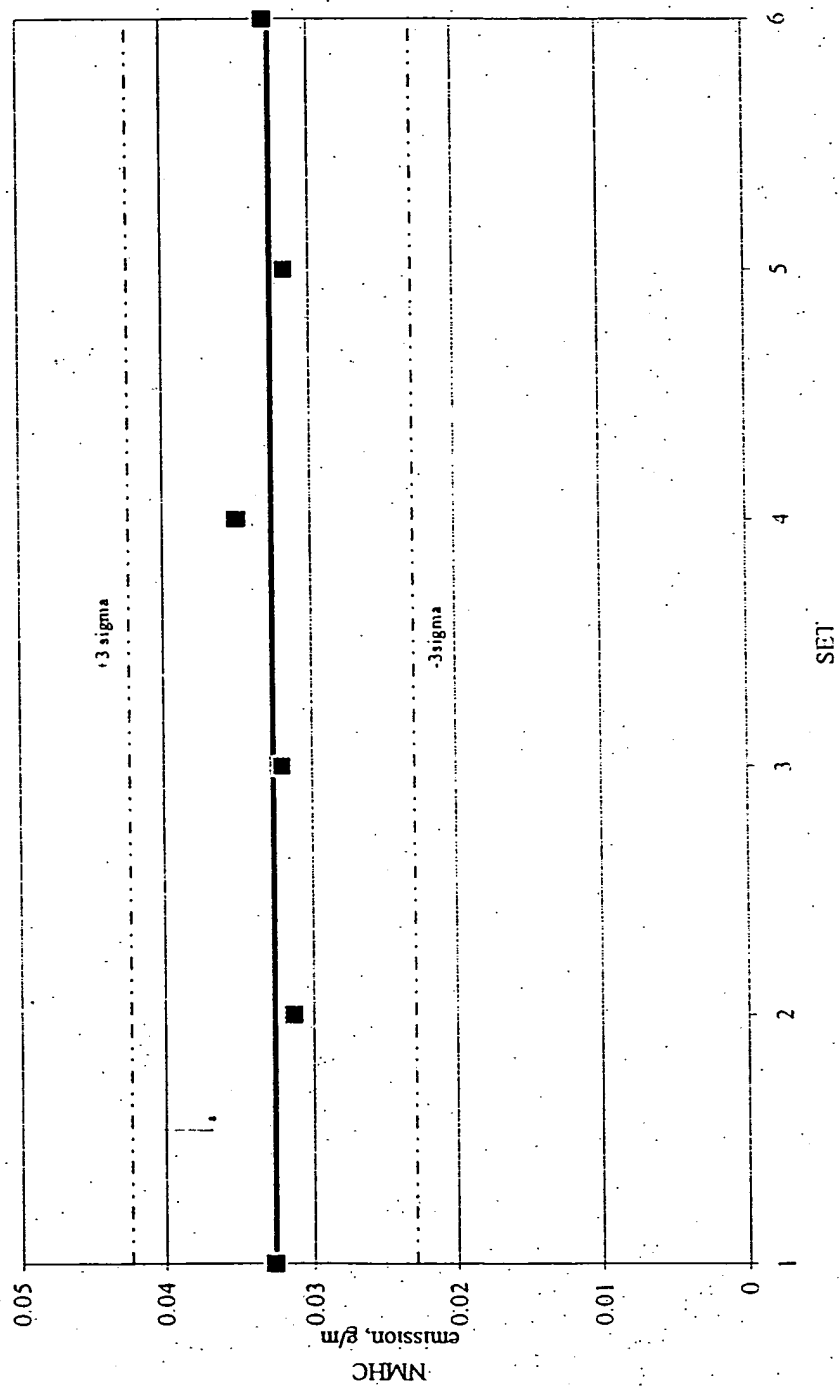


Figure 17: Shewhart Control Plot for NMHC in the Honda Accord with the first three baselines excluded

2000020372003

HOHDA

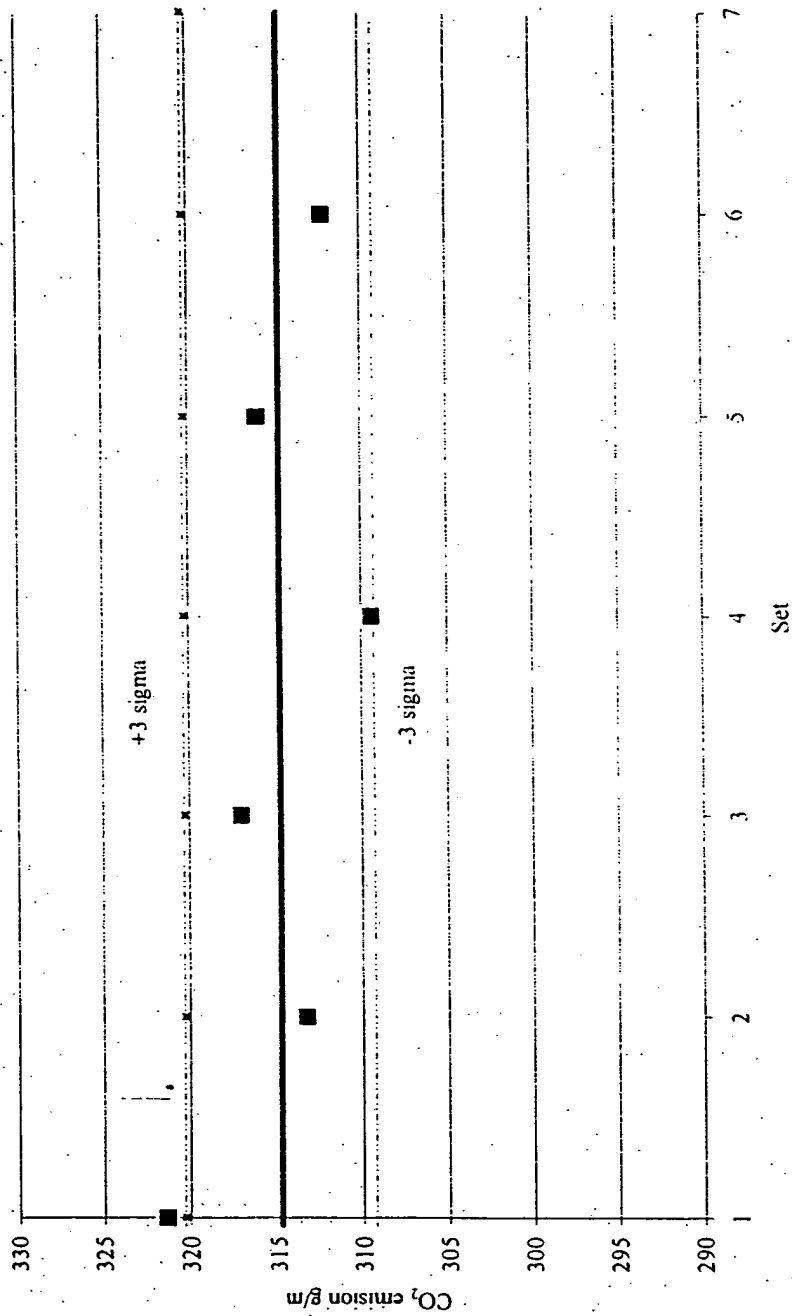


Figure 18: Shewhart Control Plot for CO₂ in the Honda Accord with the first three baselines excluded

20200208 09:28:00

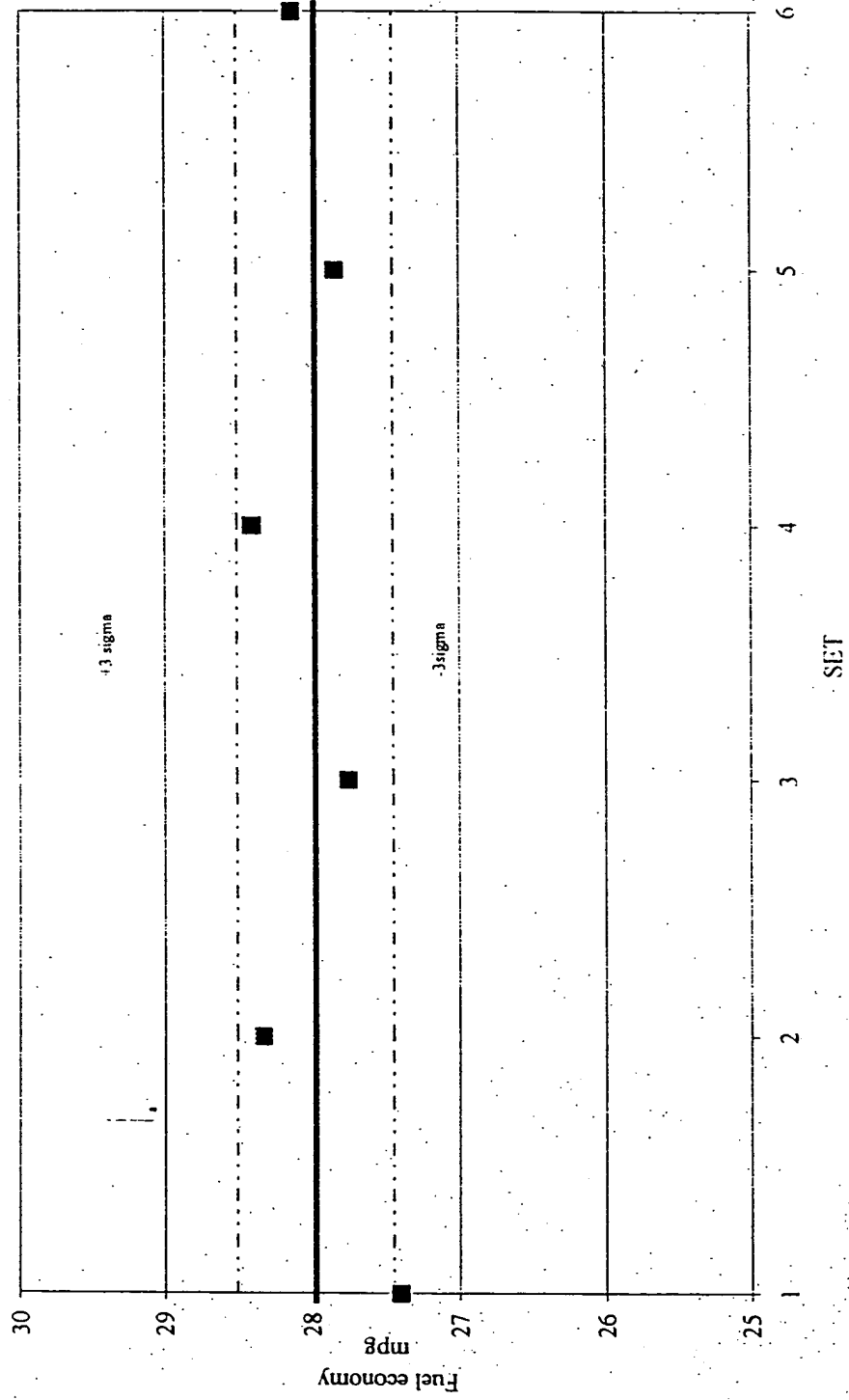
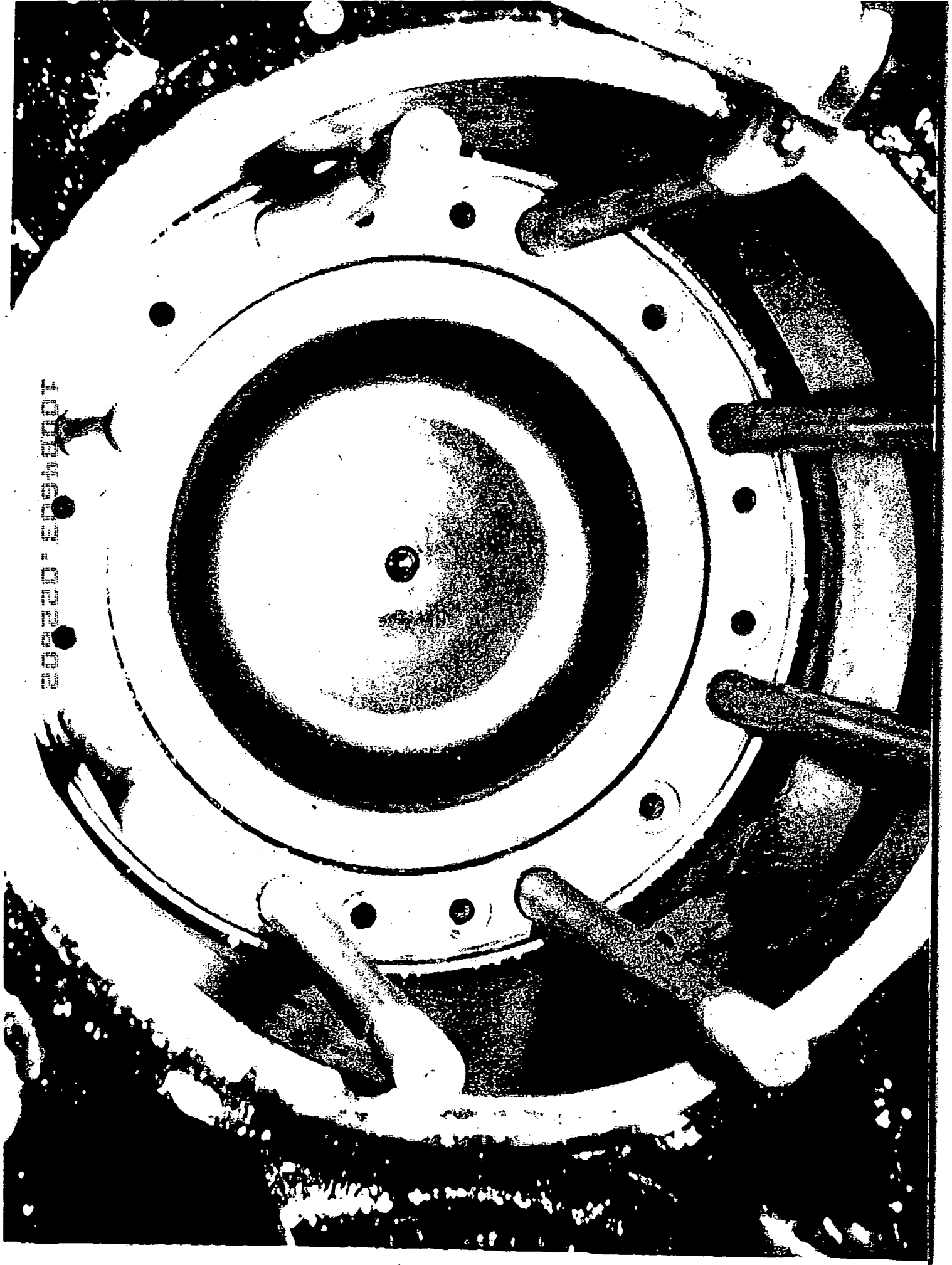
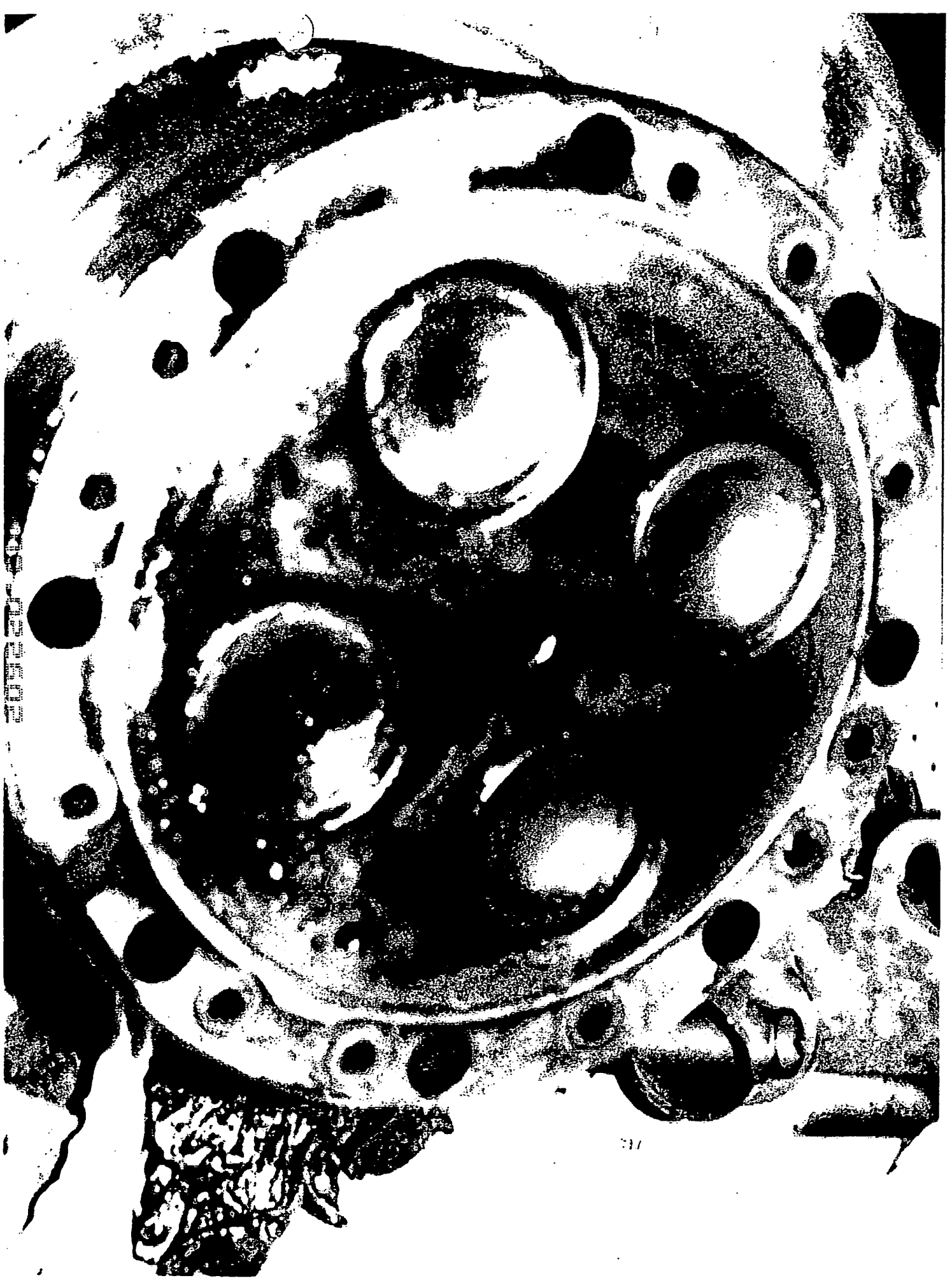


Figure 19 : Shewhart Control Plot for mpg fuel economy in the Honda Accord with the first three baselines excluded



10004603-022002



10034603:022602

